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from Mississippi in 1862 because his communications had been cut at Holly Springs, a year later he boldly cast loose from Grand Gulf and took position between Vicksburg and Jackson, living on the country. He could discipline a regiment and he could direct to a remote object huge armies scattered over a vast territory. Grant was not disconcerted when Lee matched his movements day after day in Virginia; Thomas in Tennessee and Sherman in Georgia and North Carolina were embraced in the plan of that campaign as truly as the Army of the Potomac. Grant could judge the capacity of a mule-train or a regiment of soldiers, but he was not so good a judge of the character of individuals. He was gentle and without vindictiveness and, loving the whole Union, was considerate of the defenceless South.

He was conspicuously lacking in business ability. He had not political tact and sagacity; distrustful of politicians, he treated his cabinet much as he would his military staff. More democratic than Jefferson, he held that "the will of the people is the law of the land," not discriminating between the voice of the press and the lessons of an election. If he had not been so artless he would have been a demagogue. If Mr. Garland's opinion (p. vi) that "through all the complications" of his career as President, he "pursued a straightforward course" is taken literally, it is but half the truth. He was personally honest; but his administration was not. If it is meant for praise it proves too much. The man who could be honest and still overlook that "weltering chaos of political knavery and double-dealings" was not a well-rounded character, was not suited to bear the responsibilities of the affairs of state, was not a statesman.

His intemperance is touched off in a few strokes, delicate as bold. It was an appetite which he and his friends contended against and which his enemies exaggerated. But Mr. Garland leaves it to others, if they can and must, to show when and where this weakness led to disastrous public consequences.

The popular reception accorded to Grant after the close of his presidency was as near to an apotheosis as could well be in this age. He was patriotic and sincere and by his military genius had done his country an undying service. For this his countrymen and world honor him, remembering nothing but good of their hero.

FREDERICK W. MOORE.

Memories of a Rear-Admiral, who has served for more than Half a Century in the Navy of the United States. By S. R. FRANKLIN, Rear-Admiral U. S. Navy (Retired). (New York: Harper and Brothers. 1898. Pp. xv, 398.)

ADMIRAL FRANKLIN in his *Memories of a Rear-Admiral* has given the reading world a very entertaining book. Sprung from a family of colonial and Revolutionary stock, and of note both in civil and military affairs, the admiral entered the navy as a midshipman in 1841, then being in his six-

teenth year. His memories or reminiscences, therefore, cover a period of fifty-seven years—a period which has seen his active participation in two wars, and in which, as a looker-on from the ranks of the retired list, he has also witnessed, with all a seaman's glow of pride, the brilliant achievements of our navy in the recent war with Spain.

At the time of his entrance into the service the routine and methods on board our ships of war were substantially the same as those prevailing in the mother service—the British navy. The descriptions of Marryat and Cooper in their inimitable novels in portrayal of man-of-war life in the early days of the century well answered for both services. The cat and colt still swung with unabated vigor; grog still formed a part of the navy ration; drunkenness was too common a factor on shipboard, and the gait, dress and speech of the enlisted men bespoke with unmistakable vividness the characteristics of the old-time man-of-war's-man, when sailors were sailors, and steam had not yet destroyed their trade and individuality and relegated them from the heroic work of mast and yard to the tamer attendance in fire and engine-room. The glories of the naval victories over the arms of the Barbary Powers of the Mediterranean and of France and England in the first two decades of the century were still fresh in the minds of the people, constituting an incentive to duty and effort that has been a prime characteristic of our naval service ever since.

When, in 1842, after a brief initiatory service as a young midshipman, just caught, on board the old line-of-battleship *North Carolina* at New York, young Franklin was transferred to the frigate *United States* of glorious memory at Norfolk, Va., fitting out for a foreign cruise, he found himself in a new world, stern in its ways, inflexible in its methods, and trying in its influences. The crowded conditions of the quarters, the superior airs of the oldsters, their tricks of hazing and the scramble at table for the scant and limited variety of fare the mess afforded, soon convinced him that Peter Simple and Jack Easy had been no mythical characters, but that their like and kind were living entities on board every British and American man-of-war of that day. Under such conditions, he may at times have regretted the ambition that had been his to seek a naval life, but youth is ever buoyant and hopeful, and as he says, "After many trials and vicissitudes, he and his companions settled down to the regular routine of a man-of-war," and made themselves as comfortable and contented as the cramped and crowded environment and the necessity of putting up with many inconveniences and restrictions would admit.

It has been alleged by a distinguished officer of the service that the only aristocracy ever acknowledged by this government was the grade of midshipman in the navy. That was done in an official document by the Secretary of the Navy many years ago in which the midshipmen were called the "young gentlemen" of the navy. And it will be well within the recollection of Admiral Franklin that when the "officer of the deck," as he is called in our service, and "officer of the watch" in the British service, required the immediate or special attendance of the midshipman on deck, he would call out "young gentlemen of the watch, re-

port to the first lieutenant or captain'' this, that or the other thing as the case might be.

The grade of midshipman was instituted in the British service, from which we inherit our laws and methods, in Queen Elizabeth's time. Prior to her day and subsequently, until the sea-element had achieved full force and command, the guns of British fleets were principally manned and fought by soldiers, while sailors and a sailing-master, skilled in seamanship, handled, navigated and managed the royal ships in voyages and action. But the practical English folk, whose dependence was on the wave, noting the defects of such a system, determined to have a service purely of seamen for the defence of the kingdom and for the spreading of its influence upon the high seas. Elizabeth and her advisers eagerly took such a step towards naval development and dominance, and the grade of midshipman was created in furtherance of such end. They, the midshipmen, the youth of good family, were to be taken on board Her Majesty's ships to occupy an apprentice position as it were, between the ship's company and the commissioned officers, for training in seamanship and navigation, in order to fit themselves for ultimate control and command. Their quarters were located between the two classes—hence the term midshipmen. The English, with slight modifications, have clung to this method of education for their naval officers to this day, taking in lads for the purpose from the early age of thirteen as the youngest limit permitted.

For a long time we followed England's example in that direction, but in 1845 the Secretary of the Navy, Mr. George Bancroft, by a straining of the law, established the Naval Academy at Fort Severn, Annapolis, Maryland. At first, the course for the oldsters, after five years' service at sea, was but one academic year, when they were graduated as passed-midshipmen, and regarded as eligible for commissions as lieutenants. In 1851 the system was radically changed, the order of going to sea having been reversed, and the scholastic term at the Academy extended to four years, brief cruises at sea in practice-ships during the summer months making substantially all the practical instruction in seamanship.

The frigate *United States*, the ship to which young Franklin had at first been ordered, made her cruise in the Pacific. During that cruise the war with Mexico occurred, in which Franklin had active participation on the coast of California. His cruise on that account was much prolonged, but he finally reached home in the *Levant* in season to go to the Naval Academy in 1847, from which institution he graduated in 1848.

The then superintendent was Capt. Upshur. Franklin says that he had an "unruly set of devils to manage, for we were no longer boys, most of us being more than twenty-one years of age." The *Memories* record much more in the same strain, by which we may know that the methods at the Academy at that time were crude and its discipline lacking in effectiveness. Since those days, the Academy has become one of the most efficient educational institutions in the country, as the records and achievements of its graduates amply attest.

In 1855 Franklin was promoted to the grade of lieutenant, and in the grade of lieutenant-commander, created during the Civil War, he saw continuous and gallant service under Admiral Farragut. Soon after the close of the war, he was promoted to the grade of commander, and after service in many directions, both ashore and afloat, he finally reached, in the spring of 1885, through the grades of captain and commodore, the then highest grade in the navy, the rank of rear-admiral, when he was given command of the European squadron, with the frigate-built sloop-of-war *Pensacola* as his flagship. After a most delightful cruise in European waters, his age of retirement having arrived, in 1887, he hauled down his flag and returned home.

In 1889 he was appointed by the Secretary of the Navy as a delegate to the International Marine Congress, which assembled in Washington during that year. His ability and high standing in the service were recognized by the members of that distinguished body by their making him its president by a unanimous vote.

Without any pretension to high literary style, Admiral Franklin has given us a very graphic and interesting work. The book is replete with incidents and anecdotes of service life, and descriptive of his acquaintance and association with many distinguished men and women in all parts of the world. The volume, as a chronicle of naval life during the past sixty years, is of great historic value, and well worthy of a place in every public and private library in the land.

GEO. E. BELKNAP.

Leading Events of Wisconsin History. The Story of the State. By HENRY E. LEGLER. (Milwaukee: The Sentinel Company. 1898. Pp. viii, 320.)

MR. LEGLER'S Archaean frontispiece recalls those scientists who urged one to whom St. Augustine refers, to tell them what God was doing before he made the world. The answer, *Alta scrutantibus gehennas parabat* (*Confess.*, XI. 12), was a snub which gave them little satisfaction. The picture shows Wisconsin when the Mississippi was still as broad as Lake Michigan and united with it on the south. It might well be displaced by a modern map which readers, ever learning but never coming to knowledge of geography, sadly miss, while they will never look twice at the geological vagary, or even revelation.

Among the topics of the fifty-five chapters are the red men, especially as mound-builders and copper-miners, then the fur-traders, missionaries, fun-lovers and other explorers, the wars of Indians with each other as well as with French, English and Americans, the beginnings of white settlement, its transitions through lead, copper and iron mining, to agriculture and lumber-work onward from Black Hawk's defeat (1832), polyglot and congregated or segregated immigrations from the old world, the romantic era of "a Bourbon among us," social Utopias, booms and tragedies, a nullification tempest in a teapot, the Underground Railroad, and then politics up to date.